

Intimations.

THORNE'S OLD VAT



This VAT was started by the late Robert Thorne of Greenock and has been sold in No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN \$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907. 793

TAI KWONG CO.

109, Des Voeux Road Central.

GASOLINE LAMPS

AND WELSBACH MANTLES.

Hongkong, June 14, 1907. 1017

NOTICE.

THE PRESENT PROPRIETORS of the CONNAUGHT HOTEL hereby give notice that they took over the Business and Assets of the said Hotel on the first day of January last, and that they are NOT in any way RESPONSIBLE for any DEBTS INCURRED in carrying on the said Hotel previous to the first of January, 1907.

Hongkong, June 12, 1907. 1010

CHEE WING & CO.

97, 98 and 99, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN
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IRON WARE &c.

STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.
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1293

MACKIE'S WHITE HORSE CELLAR

THE BEST AND OLDEST WHISKY IN
SCOTLAND.

CITY ANALYST'S LABORATORY,
138, BATH STREET,
GLASGOW, 21st JANUARY, 1907.

MONTHLY REPORT ON MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY.

I Hereby certify that I have taken samples of every vatting of Mackie's 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY used in bottling during the month of December, and the results of my analyses indicate that it conforms to the standard for Pot Still Scotch Whisky set up in the London case. I am also of opinion that it is an old Whisky of excellent quality and flavour which has been well matured in wood.

JOHN CLARK, PH. D.F.C.S., F.I.C.,

Public Analyst for the City of Glasgow,
and the Counties of Lanark and Renfrew, &c.

EVERY JUDGE OF WHISKY WILL CONFIRM THIS.

Price \$13 PER DOZEN.

Free Samples supplied on application to the

SOLE AGENTS:

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Business Notices.

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WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,385 tons, Captain R. D. Jones.
s.s. POWAN, 2,385 tons, Captain W. A. Valentine.
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s.s. KINSHAN, 1,985 tons, Captain B. Branch.
s.s. HEUNGSHAN, 1,985 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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s.s. SUI-AN, 1,651 tons, Captain E. H. Grainger.
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Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

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s.s. LUNGSHAN, 215 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

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s.s. SAI-NAM, 582 tons, Captain J. Wilcox.
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One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 3.30 p.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
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Or of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

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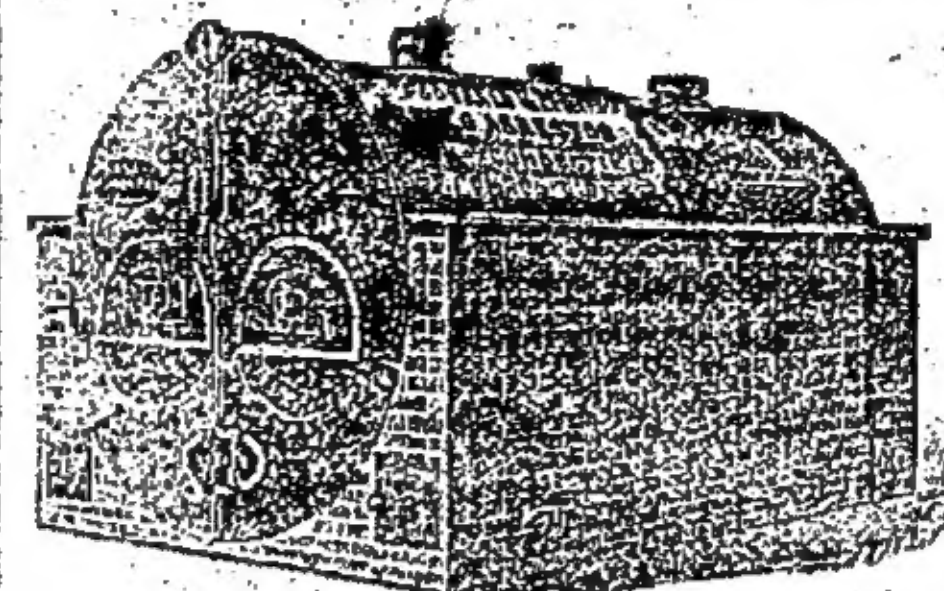
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Latest Styles in

TRIMMED MILLINERY.

Lace, Muslin and Silk Blouses.

BELTS and SUNSHADES.

LANE, CRAWFORD & CO.

Hongkong, May 4, 1907. 2940

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UNRIVALLED FOR COMFORT AND COINAGE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA.
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OCCIDENTAL HOTEL

KOWLOON.
A QUIET, COMFORTABLE, COOL AND WELL-FURNISHED HOTEL for RESIDENTS and TOURISTS.
ELECTRIC LIGHT and FANS THROUGHOUT.
Bathroom attached to Each Room. Cuisine under direct European Supervision.
Terms Very Moderate.
For Special Terms for Families and Monthly Boarding.
Apply to—
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Being the Business center of the town is the FAVORITE HOTEL with visitors from Manila.
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WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

MEE CHEUNG.

ART PHOTOGRAPHER.

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDORS.

EXCELLENT VIEWS OF

H.E. Sir MATTHEW NATHAN'S FAREWELL.

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AMATEUR DEPARTMENT.

Hongkong, April 2, 1907. 1781

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SHAMEEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL.

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Commission Agents.

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OUTFITTER.

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QUEEN'S ROAD CENTRAL.

Hongkong, January 23, 1907. 1118

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Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, COINAGE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO

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STONE.

GOLD-MOUNTED WARES

OF ALL KINDS.

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No. 324, QUEEN'S ROAD CENTRAL,

Hongkong, March 13, 1907. 560

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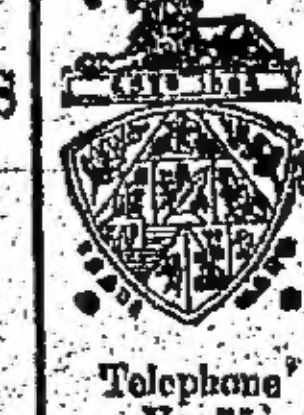
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HOTEL MANSIONS.
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HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
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ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
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KYOTO, JAPAN.
A NEW AND STRICTLY FIRST-CLASS HOTEL.

IMPORT EXPORT & COMMISSION MERCHANTS.
HONGKONG BRANCH: PRINCE OF WELLES BUILDING, 100 HONG KONG STREET.
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TELEGRAPHIC ADDRESS: "MITSUI" (A.B.O. and A.I. CODES).
CONTRACTORS OF COAL to the Imperial Japanese Navy, Mint and Arsenal,
the State Railways, Principal Railway Companies, Industrial Works, and Home
and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano, and Ida Coal Mines,
and SOLE AGENTS for Fujinomiya, Hokuetsu, Honda, Kanada, Mamoda, Ohtsuji,
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Cereals, Manure, Rice, Opium, Linseed, Mustard, Sugar, Wax, Vermicelli,
Sulphur, Hemp, Beer, Cement, Cigarettes, Matches, Paper, Hides, Leather, Belts,
Teak, and other Timber, etc.
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Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

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FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
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Oakey's Wellington Knife Polish
BEST FOR CLEANING AND POLISHING
CUTLERY, KNIFE BOARDS, ETC.
PREVENTS RUST AND CORROSION
JOHN OAKEY & SONS
BLACK LEAD MINES, LONDON.
JOHN OAKEY & SONS LIMITED, "WELLINGTON MILLS LONDON."

True Economy.

It is true Economy to use
Van Houten's Cocoa.

No other cocoa goes so far,
No other cocoa is so delicious.

"A perfect beverage, combining Strength, Purity,
and Solubility."—Medical Annual.
"Refreshes and fortifies the system."—Court Journal.

van Houten's Cocoa

Best & Goes Farthest.

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MITSU BISHI COSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKYO.

CABLE ADDRESS: "IWASAKI"
Which applies to all Branch Offices.
All A B O 5th Edition, Western Union
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All Letters Addressed:—
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:—
NAGASAKI, MOI, KORE, KARATSU,
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AGENCIES:
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CHINKIANG: Messrs GEARING & Co.
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SOLE PROPRIETORS of Takasima,
Ochi, Shimon, Nanzatsu and Kani-
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzen Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
T. MATSUOKI, Manager, Hongkong,
No. 2, PRINCE STREET.
Hongkong, April 23, 1906.

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MECHANICAL, MARINE,
AND CIVIL ENGINEERING,
BOOK-KEEPING, LAW,
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Box M, 429, MANILA.

Hongkong, May 2, 1907.

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W. G. HUMPHREYS & CO.,

BANK BUILDINGS.

Hongkong, May 18, 1906.

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NATURAL MILK.

REMARKABLE PROGRESS IN THE ART OF

PRESERVING MILK.

PURE NATURAL COWS MILK

PRESERVES ITS GOOD TASTE IN ANY CLIMATE.

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PRESERVES ITS GOOD TASTE IN ANY CLIMATE.

THE SANITARY COMMISSION.

Government's Proposals.

The following are the recommendations
of the Sanitary Commission, and proposals
of the Government thereon, laid before the
Legislative Council by command of His
Excellency the Officer Administering the
Government. "R" signifies the Committee's
recommendations, "P" the Government's
proposals.

OPEN SPACES.

R-Section 175, Paragraphs 25-28, Sub-
section (1)—Words "by the owner" to
be deleted; private lanes and public
streets in the rear to be allowed to count
as open spaces. Compensation for loss of
land devoted to provision of open space
to be provided for.

P-Word "by the owner" for reasons
given in the Colonial Secretary's minute
will not be deleted. Private lanes if in the
same ownership as the houses abutting on
them, may be allowed to count as open
spaces. For reasons given in the Colonial
Secretary's minute compensation will not
be granted.

R-Subsection (2), See paragraphs 38-38
Unintelligible and unworkable—to be
revised.

R-Subsection (4)—Sanitary Board to
be empowered to grant, with the consent
of the Governor-in-Council, exemption as
well as modification.

P-A Bill to give effect to this stands in
the Orders of the Day.

CURBLES.

R-Sections 153, 154, Paragraph 73—
Require careful consideration and thorough
revision.

P-1. In houses that existed before the
passing of Ordinance 23 of 1903, the Board
has ample power with the consent of the
Governor-in-Council to grant modification
and exemption from the law which there-
fore requires no amendment, except to
place the power of modification or exemption
in the hands of another body.

2. As regards houses built since that
date the Government is prepared to confer
power for granting similar modification and
exemption.

3. As regards re-erected houses the
Government is prepared to amend the law
on the following lines:

(a.) To give power to a qualified body
to permit cutbacks in special cases (e.g.,
when one or two houses in a row have to
be re-erected).

(b.) In other cases (e.g., when three or
more contiguous houses are re-built) to
provide for lateral windows opening
into external air, except where the floor
can be adequately lit and ventilated by sky-
lights, but to permit the inhabitation of the
floors in the proportion not exceeding 1
adult to every 30 square feet of habitable
floor space and 400 cubic feet of internal
air space.

4. When houses are erected on land
hitherto unoccupied by domestic buildings,
to insist on provision of lateral windows
opening into external air, except where the
floor can be adequately lit and ventilated by
sky-lights on the same conditions as to
proportion of inhabitants of the floor as in
(a) above.

5. To take power to exempt from the
provision of lateral windows in special cases
(e.g., houses of a European type) in both 3
(b) and 4.

BUILDING AUTHORITY.

R-Sections 205 and 230, Paragraph 78
Inconsistent in the matter of delegation.
P-No attention is proposed (See
Colonial Secretary's minute).

R-Paragraph 80—Secretary of Sanitary
Board not to be deputed by Building
Authority to issue notices under Part III.
P-Under consideration.

R-Section 230—Building Nuisances
should not be dealt with by the Principal
Civil Medical Officer but by an Engineer.
P-This is agreed to in so far as technical
engineering matters are concerned.

MORTAR.

R-Paragraph 89—Mr. Ong's report on
Test applied to Mortar to be carefully con-
sidered by the Government.

P-Noted.

R-Section 112, Paragraph 94—The
phrase "junk good" has been unauthori-
tarily interpreted as "re-concrete."
P-This has been remedied.

R-Paragraph 104—(a.) Sections 111, 112,
140 to be consolidated.

P-This appears to be unnecessary.

R-Paragraph 102—(b.) Definite speci-
fication for mixing and laying lime concrete
to be adopted.

P-This matter may be left to the Au-
thorised Architects.

R-(c.) Building Inspector to supervise
the concreting of floors.

P-This would involve a large staff and
is considered impracticable.

R-(d.) Certificate to be given that the
work has been carried out. Such certificate
to hold good as against all but surface
repairs for eight years in the case of lime
concrete and for fifteen years in the case
of cement concrete. The certificate should
except owners from opening up ground
surface of their houses and require them
only to repair broken surfaces during
period of certificate.

P-Considered impracticable. See Di-
rector of Public Works' minute.

R-Section 140, Paragraph 105—Inter-
nal surface of kitchen walls to be rendered
in cement mortar to a height of 18 inches
instead of 4 feet.

P-Under consideration.

R-Paragraph 108—Certificate to be
granted on completion to protect owner
from doing the work a second time.

P-Considered impracticable. See Di-
rector of Public Works' minute.

R-Paragraph 107—Work of passing con-
creting of ground surfaces and rendering of
walls in cement mortar to be done by
Civil Engineer and not by the Medical
Authorities.

P-It is proposed to put new work under
the Director of Public Works.

LIMEWASHING.

R-Paragraph 116—If periodical clean-
ings are undertaken under supervision of
the Sanitary Board: (a.) Compulsory
limewashing may be found unnecessary.
(b.) Shops and respectable Chinese houses
should not be placed on the same footing
as common lodging-houses and opium
divans.

P-Government is prepared to consider
recommendations of the Sanitary Board
for amendment of Bye-laws.

**DELAY IN PASSING PLANS AND
WORK.**

R-Paragraph 127—Delay in passing
plans done by Building Authority in the
Sanitary Department. Paragraph 134—
Delay in passing work to be remedied in
the same way.

P-The Government proposes to take
steps to avoid circumlocution and delay,
but not in the manner suggested.

(Continued on Page 3.)

FENNINGS'

For the Prevention and Cure of
FEVERS AND INFECTIOUS DISEASES.

FEVER

Sold by Chemists everywhere in Bottles at 1/4 each, with full directions.

No Resident in Tropical Countries should be without this
invaluable Medicine, the timely use of which has saved
thousands of lives.

ALFRED FENNINGS, Cowes,
England.

CURER!

THE YANGTZE INSURANCE
ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT AN
EXTRAORDINARY GENERAL
MEETING OF THE YANGTZE INSURANCE
ASSOCIATION, LIMITED, will be held at the
Association's Head Office, No. 28, THE
BUND, SHANGHAI, on FRIDAY, the 28th
day of June, 1907, at 4.30 o'clock in the
afternoon, for the purpose of considering,
and, if thought fit, passing certain ordinary
resolutions (for the purpose of increasing
the Capital of the Association) contained in a
notice, copies of which have already been
posted to the Shareholders. Notice is
further also given that the TRANSFER
BOOKS of the Association will be CLOSED
from the 25th to the 28th June, 1907, both
days inclusive.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, June 6, 1907.

LABUAN COAL.

THE LABUAN COALFIELDS COM-
PANY, LTD., are now prepared to
bunker Steamers at LABUAN, with Good
Fresh Quality LABUAN COAL, double
screened and straight from the Mines.
For further particulars apply to
BRADLEY & CO.,
Agents.

Telegraphic Address:—
LABOR, Labuan,
Hongkong, March 12, 1907.

**PEAK TRAMWAYS COMPANY,
LIMITED.**

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT GARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15
p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.45 a.m. to 12 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT GARS on Week Days.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL GARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,
Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

1901

THE

HONGKONG

DOCKS.

A Record of the Founda-
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Hongkong and Whampoa
Dock Co., Limited.

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To be had at the "China Mail Office,"
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For Sale.

FOR SALE.

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OF THE

'NEW WEEKLY'

ARE ON SALE AT THE

'China Mail' Office,

8, Queen's Road Central.

FOR SALE.

TWO VERY VALUABLE PIECES OF

LANDED PROPERTY situate at
GANTY near the Hongkong, Canton and
Macao Steamboat Company's Wharf and
facing the river. The lots contain by
admeasurement 60 'changs' or thereabouts.
Title Deeds can be seen at the Office of the
Undersigned. For further particulars,
apply to

GOLDING & BARLOW,
Solicitors,
10, Queen's Road Central.

Hongkong, May 23, 1907.

815

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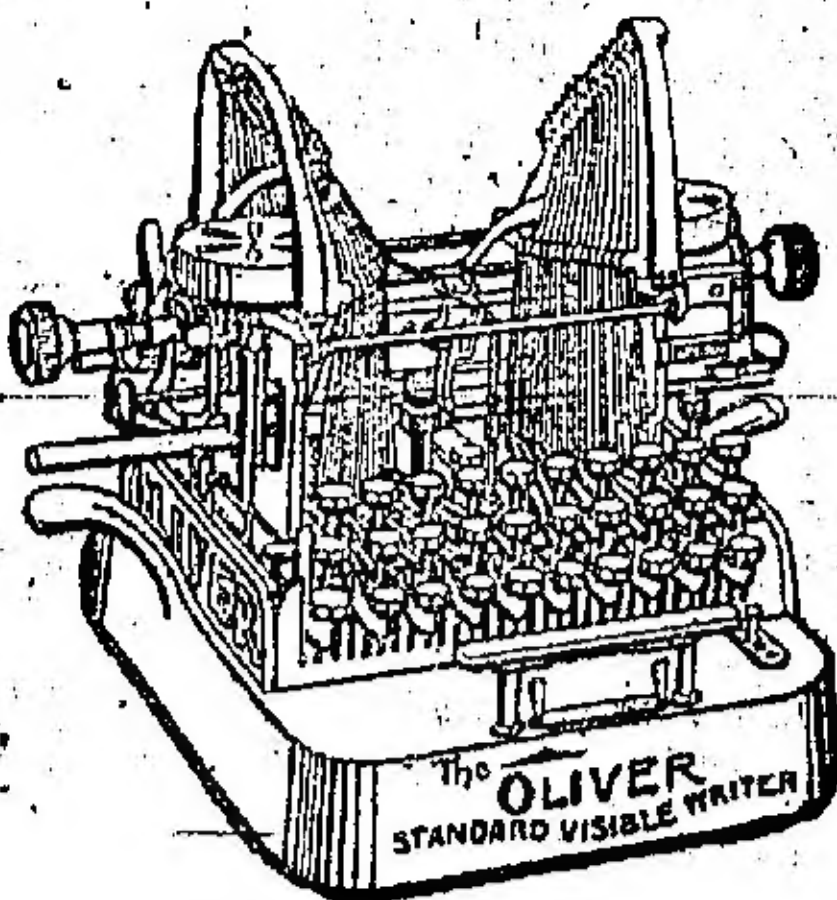
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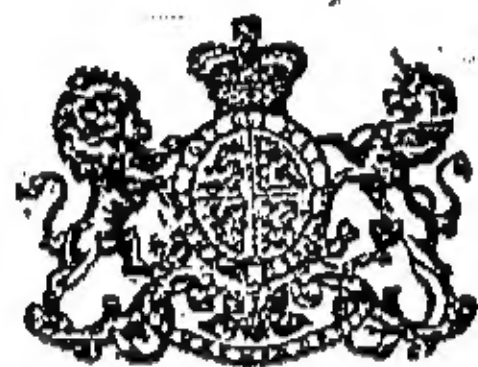
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Hongkong, June 11, 1907.

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WINE AND SPIRIT MERCHANTS.

ALEXANDRA

BUILDINGS.

Hongkong, June 11, 1907.

DEATH.

LYNCH.—On June 6, at the General Hospital, Shanghai, Dr. JAMES ARTHUR LYNCH, late of Chinkiang, aged 47 years.

MEMOS FOR TO-MORROW.

Miscellaneous.

Transfer Books of Bell's Asbestos Agency Ltd., close from this date to 29th June, inclusive.
Goods per Nippon undelivered after this date subject to rent.

General Memoranda.

MONDAY, June 17:—
2.30 p.m.—Action of Household Furniture, at 'Chater's Bungalow,' Robinson Road, Kowloon.
Goods per Nippon undelivered after this date at Noon will be subject to rent and landing charges.
Goods per Nippon undelivered after this date subject to rent.

WEDNESDAY, June 19:—
5.15 p.m.—Meeting of Victoria Recreation Club, in Club Premises.
Goods per Delta not cleared at 4 p.m. on this date subject to rent.

THURSDAY, June 20:—
Goods per China undelivered after noon this date subject to rent.

MONDAY, June 24:—
9 p.m.—Performance at City Hall.

TUESDAY, June 25:—
Transfer Books of Yangtze Insurance Association, Ltd., close from this date to 28th June, inclusive.

FRIDAY, June 28:—
4.30 p.m.—Meeting of Yangtze Insurance Association, Ltd., at Head Office, Shanghai.

SATURDAY, June 29:—
Noon—Meeting of the National Bank of China, Ltd., at the Bank Premises.

The China Mail.

HONGKONG, FRIDAY, JUNE 14, 1907.

THE SANITARY COMMISSION.

The speeches made at yesterday's meeting of the Legislative Council by H. E. the Officer Administering the Government and the Hon. Mr. Hewett are well worth studying and contrasting. In our opinion the attitude taken up by the former was, to say the least, unfortunate. In a certain sense His Excellency is in the position of a judge—he is for the nonce acting as Governor, above and dissociated from the Hongkong Civil Service. But Mr. May presents himself as a strenuous advocate, not as a calm and impartial umpire. He assumes that the question of the administration of the Sanitary Department is not a problem closely bearing upon the general welfare of the community but a shabby quarrel between the Officials and Non-Officials. We are in no wise misrepresenting His Excellency. He spoke of giving and receiving "broadides" and in his metaphor of the Rose, the Shamrock and the Thistle he clearly announced himself as belonging to the party which felt called upon to repel an attack made upon it. With all respect to Mr. May, who is deservedly honoured and respected by everyone in the community, we must say that we feel that he has made the Commission's report too much of a party matter. As Colonial Secretary Mr. May would be entirely justified in defending his fellow officials, but as Acting Governor we feel that he would have been better advised to have maintained a judicial attitude. Turning

to Mr. Hewett's speech we may fairly congratulate that gentleman upon his temperate, worded and illuminating address. It was on a much higher plane than that of the Officer Administering the Government. Mr. Hewett made it clear that the Commission approached its task with a full consciousness of its duty to the community. Its labours were entered upon, not with the idea of scoring points against the Administration or against any particular Official, but with the intention of thoroughly investigating the causes of a condition of affairs in the Sanitary Department which by general admission was most unsatisfactory. That work occupied nearly a year; and the Commission's report bore out the worst fears of those who thought that there was something radically wrong with the Department. It would have been impossible for the Commission, consistently with its duty to the Governor and to the community, to refrain from treading upon the corns of some of the Officials.

In the opinion of most impartial people it would have been better for these gentlemen to have determined for the future not to let their feet get into a position where they would be trodden upon than to make a counter attack. The public will quite endorse Mr. Hewett's declaration that he fails to see any real sympathy on the part of the Government towards the Commission's report. Not sympathy but uncompromising hostility has been shown up to the present. A seeming inconsistency on the part of one of the Commissioners—which was fully and satisfactorily explained away by Mr. Hewett yesterday—was eagerly seized upon in the endeavour to discredit the work of the Commissioners as a whole. The tone of all the official minutes and criticisms which have appeared has been anti-sympathetic. But this animosity towards the Commission will simply serve the more to convince the public that its work was done faithfully and well. Apparently the Government has made up its mind to ignore the recommendations of the Commission for the greater part. In such circumstances the duty of the community is clear. A public meeting should be held to pass resolutions to be forwarded to the Secretary of State for the Colonies. All the evidence is available, all the arguments pro and con have been presented and there is no shadow of excuse for further delay. Is there any citizen of weight who is sufficiently public spirited to take the initiative?

A FAMINE FOOD.

We have had under consideration the plan of an intelligent Chinese for averting or greatly mitigating the horrors of famine. When it is borne in mind that famines in China are constantly recurring, that in fairly prosperous years large masses of people cannot readily find the means of subsistence, but are driven to live a hand to mouth life, and that in the early part of each year there is a period when the poverty-stricken agriculturists on many a countryside within a comparatively short radius of Canton, have not rice to eat and are constrained to maintain themselves as best they may on vegetable refuse, any scheme that appeals to practical men as reasonable, should have earnest attention. In that to which we now refer the "taro" as an article of food is made the subject of a suggestive newspaper article. The nutritious qualities of the root are enlarged upon, we think, with justice, for analysis would probably show that the "taro" holds a high place among the best food stuffs, being by no means in the same class with potatoes, but more allied in this respect with the best yams. It is grown readily and might be cultivated in incalculably large quantities over parts of South China. The yield, under proper conditions well-known to the native agriculturist, would be unfailing, and best of all the "taro" like a certain

species of yam, will, if dried, keep for as long as ten years from the time of gathering. These are the points of recommendation, and we are assured on the best authority that what is affirmed is in the most part true. Consequently we are prepared to commend the extensive growth and use of the plant. Cultivation on a large scale is, however, a question of economics. The rich mulberry lands in the lower parts of Kwangtung or the fertile rice fields of the Delta will probably not be diverted from their present use by considerations of the future food supply for a starving peasantry, whilst the fruit, tobacco, and tea-growing areas of Kwangtung are also likely to be for long years as we now see them. It is obvious, however, that some measures of relief are along the lines here recommended, namely the growth of food supplies adequate to meet the needs of China's people in famine years.

From Wuchow reports are to hand that the suppression of opium dens has begun, and that the local authorities are in earnest in the endeavour to rid the city and suburbs of all facilities for indulging in the seductive vice. Unprecedented activity has been shown, and measures of extraordinary severity have been resorted to. Opium shops have been officially closed and seized, and, *pour encourager les autres*, a select few keepers of opium dens have been adorned with the cage at the gates of the Yamen. The action of local officials is probably inspired by messages from Peking, quickened by the assurance that they themselves will be called upon at no distant date to account for disregard of edicts, and be in danger of punishment on the representations of the newly appointed Viceroy.

Throughout several prefectures in the province of Chikiang the promise of the wheat harvest has for a time been diminished seriously by the appearance in the fields of caterpillars which fastened on the wheat stalks devouring the leaves. The caterpillars are described as yellow with black stripes, and their sole food appears to be the leaves, which they strip from the stalks. These they devour as locusts prey on the cereal crops of more Southern latitudes. No device or skill is adequate to cope with the invasion and until it was seen that the caterpillars did not devour the ears as well as the leaves, the entire yield for the season seemed to be imperilled. It is suggestive to note that the farmers of Chikiang caused telegrams to be sent to Japan inquiring through Chinese students there if Japanese or Western experts could tell them how to deal with the plague.

The feeling that has for a long time existed in the American heart that a grave mistake was made when Uncle Sam clasped the little brown Filipino brother to his bosom as one of the family is now finding expression. In Manila the white man has openly acknowledged it, but in America the confession was only breathed in silent places. Now, however, the United States are just about sick of dissembling on the subject and we find that press correspondents no less important than the "Times" New York representative are able to openly aver that "there is no episode in the history of their country which Americans now look back upon with more regret than the war with Spain. The newspapers do not often care to give expression to this feeling, but it is practically universal from the Atlantic to the Pacific. Universal also is the belief that the Philippines are the biggest white elephant with which the country has ever been burdened, and that the islands will never be anything more than a burden. If they could be handed over to Japan or handed back to Spain without loss of national dignity it would be done. This, of course, is impossible, but the heartfelt regret of the American people for the Spanish adventure can be and is manifested by the offer of friendship to Spain, which it is hoped, Spain will accept." And who asks why are the Philippines islands bursting with mineral and other wealth—a burden? Simply because the United States attempts to deal with the Archipelago as an integral portion of the Union. The laws that apply to the States are imposed upon the Philippines, whether they will fit or not. In most cases they will not fit, but Uncle Sam is going to make them fit or "hust" and whilst he will suffer no other physical hurt in the operation

than an injury to his "face" he will certainly "bust" the commerce of the islands if he does not soon "let up" and try a different type of administration. That is chiefly what is needed.

Next we are to have an S. P. C. Q.—or Society for the Prevention of Cruelty to Quotations. The "Academy" urges its founding, and points out some of the cogent reasons for it. If the maiming and flogging and overworking of horses have become an offence in civilized eyes, why are not the same things cruel when done to a poetical citation? Surely, a merciful man will be merciful to quotations. When he hears some one dropping easily into "fresh fields and pastures new," his sensations cannot be very different from those of a sensitive man seeing a horse's tail docked. The inaccurate quoter is much more abroad than the schoolmaster, and a great number of excellent quotations are abominably ill treated at every public dinner. As for overloaded dray-horses, they are not to be named beside certain quotations. When a political orator begins: "You can fool some of the people—" the universal groan which arises from the audience betokens the same sort of sympathy that is called out by the sight of a man trying to flog a worn-out animal along the road. Of course, it is difficult actually to prevent such cruelties to quotations; but it should be possible, as the "Academy" says, to inflict "severe penalties on malefactors who misquote or distort to base uses the words of wiser men."

LOCAL AND COAST NEWS.

Government House grounds were gay yesterday afternoon when His Excellency Mr. F. H. May, Officer Administering the Government and Mrs. May dispensed hospitality to a large number of residents. The Middlesex Band played selections, and guests played tennis and croquet, or sipped ices.

A Shanghai paper of June 10 says: "The outgoing trials of the week-end were again responsible for the departure of several well-known residents. Mrs. J. O. P. Bland and Lt. Colonel W. M. Watson were passengers by the Siberian mail on Friday. By the Canadian mail sailed Mr. and Mrs. W. K. Stanton, Messrs R. Kinnear, Bruce Robertson, and H. J. Clark.

Dr. John Anthony Lynch, whose death is announced from Shanghai, was forty-seven years old and was for many years the Port doctor at Chinkiang and his death will be keenly felt by the foreign community there. He took part, in conjunction with the late Dr. Williams who died a few days before, in the work of caring for the famine refugees in the hospital opened for their reception at Chinkiang. Dr. Lynch arrived at Shanghai a week prior to his death, and from the first it was seen that the case was a serious one.

Still They Come.

We are in receipt of a letter from far away Menges, Yunnan, announcing that there has arrived there a man who is "walking round the world for a wager." We are informed that he will walk from Canton to Peking. Perhaps!

Dragon Boat Races.

To-morrow afternoon at 3 o'clock the annual Dragon Boat races will take place at Aberdeen. Here is an opportunity for visitors to witness something essentially Chinese, and for bathing parties to combine swimming and the excitement of boat racing. As the festival falls on Saturday this year there should be a big muster of European spectators. In previous years the racing has been witnessed by a gubernatorial party, and prizes have been given by spectators for special races. The Chinese are willing paddlers when there is a money prize, so if spectators will only contribute 20 cents each they ought to be able to promote plenty of amusement for themselves.

A Shooting Accident.

A shocking accident happened at Shanhai-kuan on the 2nd inst., when Mr. Hemm, of the Imperial Chinese Railway, lost his forearm as the result of a mishap with a gun. Mr. Hemm went out with a party of friends to shoot some distance on the far side of the hills, and when they were crossing the rock-strewn ground of that district, Mr. Hemm's gun slipped from his hands and struck a stone causing it to go off. The shot struck the wrist and forearm of his left arm at short range, tearing it to shreds. His companions, fortunately, were able to render prompt assistance and stop the bleeding, otherwise Mr. Hemm must have died from hemorrhage. The arm was subsequently amputated below the elbow by Captain Mackworth, I. M. S.

SUMMER DIARRHOEA IN CHILDREN.

DURING the hot weather of the summer months the first natural looseness of a child's bowels should have immediate attention, so as to check the disease before it becomes serious. All that is necessary is a few doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by a dose of Castor oil to cleanse the system. Sold by all chemists and storekeepers.

BY TELEGRAPH.

SOUTH AFRICA.

The Labour Question.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, June 13.

A telegram from Pretoria states that Premier Botha will announce to-morrow his decision not to re-enact the Labour Ordinance.

Immediately upon the expiry of their present contracts the Chinese labourers in the Transvaal will be repatriated.

The Premier is most optimistic regarding the supply of natives to take the place of the Chinese and consider there will be no difficulty.

EMPIRE BUILDERS.

Rosebury Eulogises Curzon.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, June 13.

A tablet was unveiled at the Oxford University yesterday by the Earl of Rosebury, in commemoration of the founding of the Rhodes Scholarships.

He eulogistically associated Lord Curzon's name with those of the Duke of Wellington, Cecil Rhodes and other Empire builders and defenders, whom the Oxford University were accustomed to honour.

(REUTERS'S SERVICE.)

THE WINE GROWERS' TROUBLE.

A Serious Situation.

LONDON, June 12.

The French Chamber has again discussed the resignations in the Southern Municipalities, the discussion continuing all day.

The resignations are leading to a Municipal chaos, and render marriages impossible.

Soldiers Mutiny.

LONDON, June 12.

The Wine-Growers' crisis is of a most serious nature. Fifty Municipalities have now resigned. The infantry at Montpellier has issued a command to suppress the disorders, and mutiny reigned in the barracks.

UNITED STATES AND JAPAN.

LONDON, June 12.

A telegram from Washington states that Mr. Root has positively refused the statement of the Japanese situation; the refusal is based solely on his unwillingness to notice alarmist rumours.

Mr. Taft, interviewed at Milwaukee, said:—"You may rest assured that there will be no war with Japan."

RUSSIA.

The Tunnel Scheme.

LONDON, June 12.

St. Petersburg officially corrects the statement that the Tsar has approved of the proposal to grant the Hehring Straits concession.

The Tsar has, on the other hand, notified the Cabinet's refusal to grant the concession.

General Uryane, director of the Central Asian railway, has been murdered at Ashkabad.

The assailant escaped.

JAPANESE NAVAL OFFICERS.

In England and Germany.

LONDON, June 12.

Yesterday evening Lord Tyndemouth gave a banquet to the Japanese naval officers.

Admiral Yamamoto is at Kiel, inspecting the dockyard.

OBITUARY.

Major-General Sir Arthur Ellis.

LONDON, June 12.

Major-General Arthur Ellis, Esq., of the King, died suddenly during a gala performance at Covent Garden theatre, in honour of the King and Queen of Denmark.

The King was not informed of the death until after the performance was finished.

LINGERING COLDS.

THE longer a cold hangs on, the more it weakens the system. Do not run the risk of an attack of pneumonia by neglecting it. Chamberlain's Cough Remedy will cure your cold and all danger from this disease will be avoided. For sale by all chemists and storekeepers.

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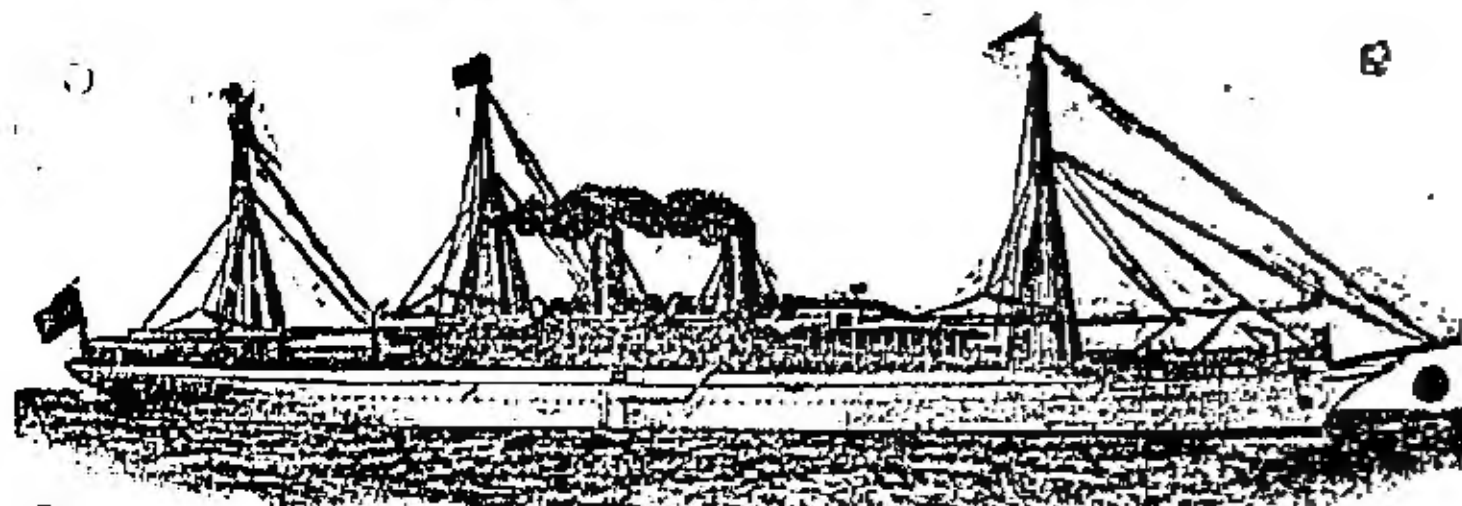
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, via Suez Ports	MALTA	15th June	See Special
LONDON & ANTWERP	NUBIA	About 20th June	Freight and Passage.
SHANGHAI, NAGASAKI, MOI, KOBE, YOKOHAMA	NYANZA	About 20th June	Freight and Passage.

P. & O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent.

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The only line that maintains a Regular Schedule Service of 11 Days across the Pacific is the 'EMPERESS LINE'. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Leave Hongkong	Arrive Vancouver
K.M.S. TARTAR	4425 Tons	Wednesday, June 19, 1907
EMPERESS OF CHINA	6000 Tons	Thursday, July 4, 1907
ATHENIAN	3882 Tons	Wednesday, July 17, 1907
EMPERESS OF INDIA	6000 Tons	Thursday, Aug. 1, 1907
MONTEAGLE	6168 Tons	Wednesday, Aug. 14, 1907
EMPERESS OF JAPAN	6000 Tons	Thursday, Aug. 29, 1907

THE quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, MOI, KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 28 1/2 days from Hongkong.

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Corner Peel Street and Praya, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HITACHI MARU, Tons 6760 Capt. Wm. Townsend.	WEDNESDAY, 26th June, at Daylight.
VICTORIA, B.C., and SATTLE, WASH., via SHANGHAI, MOI, KOBE & YOKOHAMA.	KANAGAWA MARU, Tons 6169 Capt. N. Ohno.	WEDNESDAY, 10th July, at Daylight.
SYDNEY and MELBOURNE, via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID.	* AKI MARU, Tons 2444 Capt. M. Yagi. * RIJUN MARU, Tons 4889 Capt. G. S. Laprak.	TUESDAY, 25th June, at Daylight. TUESDAY, 9th July, at Daylight.
GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID.	KUMANO MARU, Tons 5076 Capt. R. Matheson. YAWATA MARU, Tons 3817 Capt. T. Harrison.	FRIDAY, 14th June, at Noon. FRIDAY, 12th July, at Noon.
BOMBAY, via SINGAPORE and COLOMBO.	COLOMBO MARU, Tons 4709 Capt. C. A. Lee.	SATURDAY, 6th July, at a.m.
NAGASAKI, KOBE and YOKOHAMA.	* BOMBAY MARU, Tons 4930 Capt. S. Ishikawa. * NIKEO MARU, Tons 5599 Capt. E. W. Haswell.	THURSDAY, 20th June, at Noon. WEDNESDAY, 10th July, at Noon.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passengers, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

26,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain O. F. AUSTIN, On WEDNESDAY, 31st June, at Noon.

- Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
- LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
- Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
- For convenience of country cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
- For full information regarding freight or passage apply to

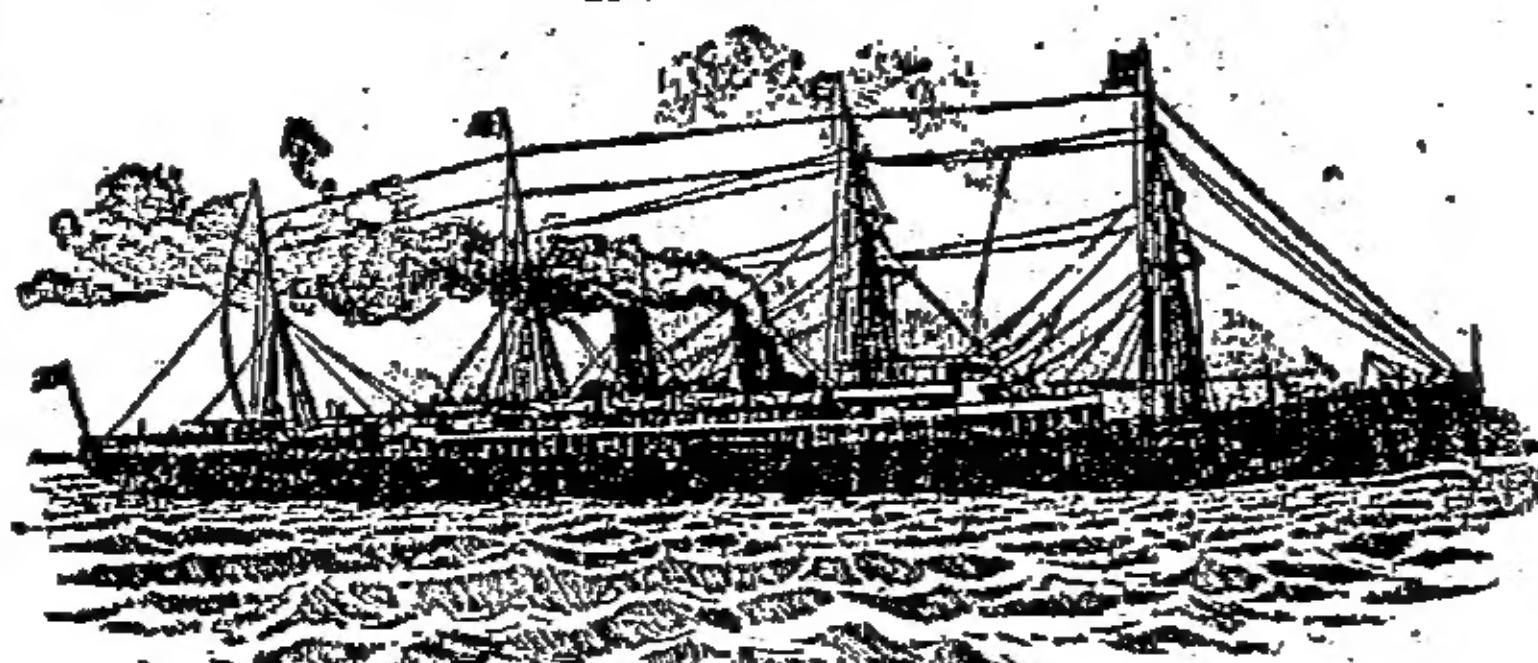
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VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.	1907.
* SIBERIA	18,000 Tons	TUESDAY, 18th June, at Noon.
* CHINA	12,500 "	TUESDAY, 25th June, at Noon.
* MONGOLIA	12,000 "	TUESDAY, 2nd July, at Noon.
* NIPPON MARU	11,000 "	TUESDAY, 9th July, at Noon.
* DORIC	9,500 "	TUESDAY, 23rd July, at Noon.
* COPTIC	9,000 "	SATURDAY, 27th July, at Noon.
* HONGKONG MARU	11,000 "	TUESDAY, 3rd Aug., at Noon.
* KOREA	18,000 "	FRIDAY, 15th Aug., at Noon.
* AMERICA MARU	11,000 "	SATURDAY, 11th Aug., at Noon.

* Twin Screw.

RECORD FAST TRIPS.

Yokohama to San Francisco, via SHANGHAI, NAGASAKI, MOI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th June, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KEELUNG, MOI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captain.	TO SAIL ON.
NICOMEDIA	4370	G. MEINZER.	Saturday, June 22, at 5 p.m.
NOMANTIA	4971	H. FELDTHAN.	Monday, July 15, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SHANGHAI	KUENING	June 15, at 4 p.m.
HONG KONG	CHUNG	June 18, at 4 p.m.
MANILA	YAMING	June 18, at 4 p.m.
LOILO	HUNAN	June 19, at 4 p.m.
TSINGTAO, CHEFOO & NEWCHANG	NANGANG	June 19, at 4 p.m.
CEBU & ILOILO	KAIPOING	June 21, at 4 p.m.
SWATOW and SHANGHAI	SHANGHAI	June 21, at 4 p.m.
YOKOHAMA and KOBE	CHANGSHA	June 21, at 4 p.m.
MANILA, ZARBOANCA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	July 10, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light Untruncated Table.

A fully qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon midships. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. W. Almond	Manila	Saturday, June 15, at Noon.
ZAFIRO	2540	A. Fraser	Manila	Saturday, June 22, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

TO SAIL

For Freight and further information, apply to

SHEWAN, TOMES & CO. General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL.
SINGAPORE, PENANG AND CALOUTTA	FOOKSANG	SATURDAY, June 15, at 3 p.m.
SHANGHAI	HANGSANG	SUNDAY, June 16, at 4 p.m.
SINGAPORE, PENANG AND CALOUTTA	LAISANG	FRIDAY, June 21, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, June 21, at 4 p.m.

REDUCED FARES TO STRAITS & CALOUTTA.

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100
Penang " " " 55 " 180
Calcutta " " " 105 " 230

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

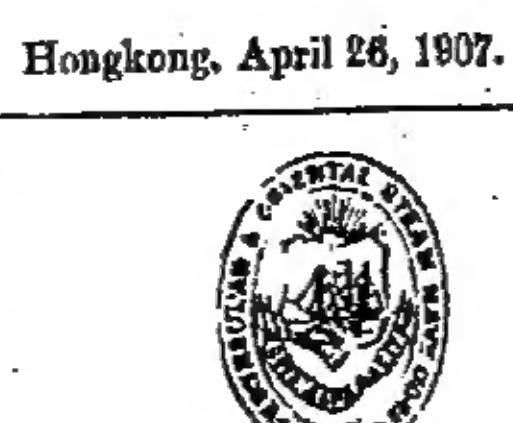
NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	SCHARNHORST, Capt. L. Maass.	WEDNESDAY, 19th June, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	PREUSSEN, Capt. C. Nathrath.	About WEDNESDAY, 19th June, at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND, Capt. Lemm.	THURSDAY, 20th June, at Noon.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	SATURDAY, 6th July, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.



FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CON-TINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain R. A. PETERS, carrying His Majesty's Mails, will be despatched from BOMBAY, on SATURDAY, the 16th June, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship BRISANZA, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

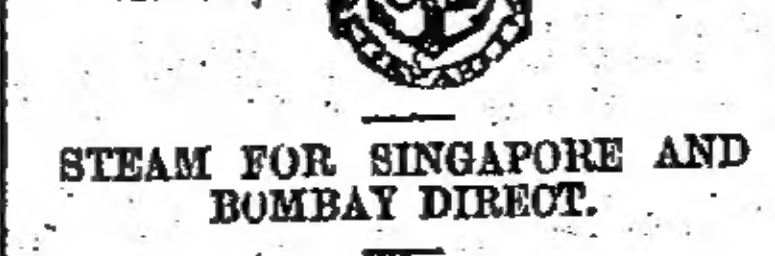
Silk and Valuables, all Cargo for France, and Tea for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 p.m. a day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, June 1, 1907. 957



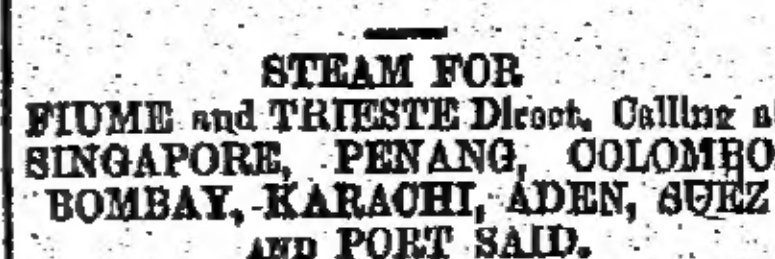
STEAM FOR SINGAPORE AND BOMBAY DIRECT.

THE Co. a Chartered Steamship

Captain M. TONG, will be despatched as above on TUESDAY, the 17th inst.

For Freight, apply to

SANDER, WHEELER & Co., Agents, Prince's Building, Hongkong, June 4, 1907. 973



STEAM FOR FUMME and TRIESTE Direct, Call at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo as through rates to the BRASSIA, to Persian Gulf, Red Sea, Black Sea, LIVERPOOL, VENICE and ASIATIC PORTS.)

THE Company's Steamship

E. FR. FERDINAND, Captain MATTEOVI, will be despatched as above on or about SUNDAY, the 30th June.

This Steamer has capital accommodation for passengers, Electric Light and carry a Doctor.

For information as to Passage & Freight, apply to

SANDER, WHEELER & Co., Agents, Prince's Building, Hongkong, June 3, 1907. 994

Shipping.

FOR SINGAPORE, PENANG AND CALOUTTA.

THE Steamship ARAUCON AFOAR, Captain A. STEWART, will be despatched for the above Ports on WEDNESDAY, the 19th inst., at 3 p.m. instead of as previously notified.

For Freight or Passage, apply to

D. BASSOON & Co., Ltd., Agents, Hongkong, June 4, 1907. 970

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

STEAMERS. To SAIL. 1907.

BRAEMAR 18th June.

SAINT PATRICK 8th July.

For Freight and further information, Apply to

RODWEILL & CO., LTD., Agents.

NOTICES TO CONSIGNEES.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship CHINA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their goods from alongside.

Cargo impeding discharge and undelivered by MONDAY, 17th June, 1907, at Noon, will be landed and stored at Consignees' risk and expense. All Cargo undelivered by THURSDAY, the 20th June, 1907, at Noon, will be subject to rent.

Broken, chafed, or damaged goods will be examined at the above Co.'s Godown on WEDNESDAY, 19th June, 1907, at 10 a.m. No Fire Insurance will be effected.

S. SILVERSTONE, Agent, Hongkong, June 13, 1907. 1014

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER SYRIA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES OF Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 14th June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representative at an appointed hour.

Sent within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, June 7, 1907. 989

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP BENARY.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, LTD., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 10, 1907. 995

NOTICE TO CONSIGNEES.

STEAMER SYDNEY.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES OF Cargo from London

by a.s. Charante and Malapang; from Havre ex a.s. Charante; from Bordeaux ex a.s. Ville de Boulogne, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk at their place into the hazardous and/or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 a.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, and Goods remaining unclaimed after MONDAY, the 17th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 17th June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 17th June, at 9 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, June 10, 1907. 993

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kansu, Kobe and Yokohama).

WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

Steamers. Tons. To SAIL about

KATHERINE PARK, 4000 End of July.

KASATO MARU, 6100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR
MARSEILLES & LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMER	Leaves	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES & LONDON	PLYMOUTH
Colombo			2 days earlier	1 day later
MALTA	June 15	BRITANNIA	July 13	July 20
DEVANHA	June 22	through steamer	July 27	Aug. 3
CHINA	July 13	MOOLTAN	Aug. 10	Aug. 17
DELTA	July 27	MAEDONIA	Aug. 25	Sept. 1
ADRIA	Aug. 10	INDIA	Sept. 8	Sept. 15
MAEDONIA	Aug. 24	INDIA	Sept. 22	Sept. 29
MALTA	Sept. 7	INDIA	Oct. 6	Oct. 13
DELTA	Sept. 21	MONGOLIA	Oct. 20	Oct. 27
		VICTORIA	Nov. 2	Nov. 9

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

STEAMER	Leaves	Due at
	HONGKONG	LONDON
* NUBIA	June 20	Aug. 6
* SYRIA	July 17	Sept. 2
* SYRANA	July 31	Sept. 16
* SIMLA	Aug. 14	Sept. 30
* SUNDIA	Aug. 28	Oct. 14
* CEYLON	Sept. 11	Oct. 28
* NAMUR	Oct. 25	Nov. 10
* BORNEO	Oct. 28	Nov. 13

These Steamers call at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carries 1st and 2nd Saloon Passengers. + Carries only First Saloon Passengers.
For further particulars, Apply to

E. A. HEWITT,
Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMER	Tonnage	For	Leaving
* JOSHIN MARU	1,000	TAMSAI, Via SWATOW	SUNDAY, 16th June, at 10 a.m.
Capt. H. S. SMITH		AND AMOY.	

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidsips. Unvalued Table.
+ Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA HOJI, KOBE AND YOKOHAMA.

Steamers	Tonnage	Captains	To Sail
SHAWMUT	9606	E. V. Roberts	About Aug. 7
TREMONT	9606	T. W. Garlick	About Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to
Doddwell & Co. Limited,
QUEEN'S BUILDINGS.

THE SANITARY COMMISSION.

Government's Proposals.

(Continued from Page 3.)

OVERCROWDING.

R-Paragraph 232-Special type of houses to be authorized for Chinese or of cupation to be of one or two storeys only and of cheap construction.
P-This recommendation has been anticipated as far as villages in outlying districts are concerned. The question of extension of the principle will be considered.

ENTIRE INSPECTION OF BUILDINGS.
R-Paragraph 243-For night visits a separate permit should be issued for each house with date of the intended visit entered thereon.
P-No objection to this.

ENFORCEMENT OF SANITARY AND BUILDING REGULATIONS IN OUTLYING DISTRICTS.
R-Paragraph 246-Special exemption of enforcement of such regulations to be made in the case of outlying districts.
P-Under consideration. See Director of Public Works' minute.

ESTIMATES.
R-Paragraph 255-The Sanitary Board should have full opportunity for considering and discussing the Estimates of the Sanitary Department, before they are sent in to the Government.
P-This is agreed to.

BOOKS, ACCOUNTS AND CLERICAL WORK.
R-Paragraphs 258-273-(1) Assistant Secretary should be a man with some commercial training, and of British race.
P-This recommendation has been noted.
R-(2) Proper books to be kept.
P-Improvements in the books kept are being made.
R-(3) Proper stock accounts to be kept.
P-This has been acted on.

R-(4) Correspondence to be first opened by the Secretary or Assistant Secretary.
P-Instructions are being issued accordingly.
R-(5) Use of chap by Secretary to be discontinued.
P-Instructions are being issued accordingly.

R-(6) Staff to be re-organised.
P-Under consideration.

STAYING ORDERS.

R-Paragraph 281-Board should have full power to make Staying Orders for the guidance of Officers of the Board, and should have full power to direct the Officers and servants of the Board to carry out those orders. The Board's orders to pass through the hands of Secretary whose duty it should be to see them carried out.
P-It is not proposed to depart from the principle of having an Administrative Head of the Department.

SUPERVISION OF STAFF.
R-Paragraph 284-More personal supervision by the Medical Officers of Health over the Inspectors desirable.
P-This has been noted.

COMPLAINTS.
R-Paragraph 293 (1) Record of complaints by the public to be kept.
P-Agreed to.
R-(2) Investigation to be made by Senior Officer of Sub-department to which the complaint refers.
P-The Administrative Head of the Department should enquire.
R-(3) Complaints and report of action taken thereon to be laid before the Board.
P-It is considered that this should be left to the Administrative Head of the Department.

R-(4) Some simple form of appeal required.
P-A letter of complaint to the Board seems the simplest form of appeal.

PRESENTS.
R-Paragraph 299-Those which are contrary to regulation sometimes take the form of free banquets.
P-Sufficiently dealt with under existing Regulations.

As the proposals comprise 13 pages it is only feasible at present to give an outline of what the Government proposes to do. A great number of the Commission's recommendations are stated to be still under consideration, a large proportion are not to be acted upon and some are to be carried out.

The following are the comments on the new scheme proposed by the Commission:
It is not proposed to adopt the principal recommendations under this heading for the following reasons:
(1) It is considered absolutely necessary that there should be an Administrative Head of the Sanitary Department and it is proposed to appoint an Officer who shall be able to devote the whole of his time to the Department.

In this course Sir M. Nathan agreed in a minute which he has laid on record that he is not considered desirable in the public interest that the Sanitary Board should be constituted the Building Authority with an Executive Engineer as the Chief Executive Officer for performing the duties coming within the scope of the Building Authority.

It is probable that the Commissioners do not intend that the Sanitary Board should be invested with all the extensive powers of the Building Authority which cover every sort of work including reclamations, resumptions, the building of factories, docks, piers and other large enterprises. It is more likely that the Sanitary Board should be constituted the Building Authority for the examination and passing of plans of buildings of a domestic type or of other types if to be erected in the more populous parts of Kowloon or within the City boundaries.

If such is really the proposal then it means that there must be two Building Authorities.
To such a proposal there are the following strong objections:-
(a) The change will not effect the object in view, which is ostensibly the saving in time in passing plans for buildings and house-drainage work. The roads (including alterations of levels, diversions, etc., water works, storm water drainage, sewerage, encroachments over Crown Land, whether of a permanent type by the erection of verandahs and balconies or of a temporary nature by erection of hoardings and scaffolding, will still be in the hands of the other Building Authority (the Director of Public Works), and cross-references will still be necessary and the source of delays which now exists will only be perpetuated in another form.

(b) How is the line to be drawn between the buildings to be under the control of the Building Authority of the Sanitary Board and those to be under the control of the Director of Public Works in his capacity as Building Authority?

The only system that appears likely to be successful would be to allot certain areas to the former and the remaining areas in the Colony to the latter.

That is the system adopted where a Municipality exists in other Crown Colonies, but such municipalities also exercise control over the roads, sewers

and, in some cases, over the water works as well within their boundaries.
In this young and growing Colony it is considered that such division of spheres of control would not be satisfactory.
Large schemes of development are frequently carried out in the very heart of the old Colony involving intricate and often confidential negotiations with the parties interested.
It appears questionable whether such matters could be dealt with as successfully, and with equal acceptance to those parties, if the proposals of the Commissioners were adopted.
(c) Under existing conditions, if any difference of opinion arises with the Executive Engineer who performs all the ordinary duties imposed on the Building Authority, the very nature of the reference to the high authority of the Director of Public Works.
It is obvious that an Executive Engineer on 250 a year will not be an Officer of sufficient standing to deal successfully with the practising Engineers and Architects in the Colony on the very many points in which the interests of property owners (the employers of the said Engineers and Architects) and what are after all the interests of the public at large will clash.
Nor would such an Executive Engineer carry sufficient weight to impose his will on the members of the Sanitary Board, the only one of whom who has any technical engineering knowledge is the Director of Public Works.
Let it be supposed for a moment that practising Architects do not accept a ruling of the Director of Public Works. Where is the Board to seek advice in such a case but from the Director of Public Works? A source of friction is thus at once opened between the two Authorities.
4. It is considered that the object in view, namely the saving of time in passing plans and the facilitation of construction work under the Ordinance generally, can be attained in a much simpler way by some such arrangement as is sketched in the Director of Public Works' minute of the 18th of April, 1907, and Government is quite willing to discuss the details of such an arrangement.
5. Finally it is proposed to state that when the Director of Public Works' minute of the 18th April had been considered by Sir M. Nathan the latter left on record a minute in which he expressed his agreement with the objections which the Director of Public Works has raised to this proposal of the Commissioners.
6. There are minor points in the paragraphs under the heading New Scheme which will receive consideration.

NOTICES TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELTA.

FROM LOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being limited and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-
From London, via Suez, 200 tons.
From Bombay, via Suez, 100 tons.
From Penang, via Suez, 50 tons.
From Singapore, via Suez, 50 tons.
From Malacca, via Suez, 50 tons.
From Sumatra, via Suez, 50 tons.
From Java, via Suez, 50 tons.
From the Philippines, via Suez, 50 tons.
From the East Indies, via Suez, 50 tons.
From the South Seas, via Suez, 50 tons.
From the Pacific, via Suez, 50 tons.
From the Atlantic, via Suez, 50 tons.
From the Indian Ocean, via Suez, 50 tons.
From the Red Sea, via Suez, 50 tons.
From the Persian Gulf, via Suez, 50 tons.
From the Arabian Sea, via Suez, 50 tons.
From the Bay of Bengal, via Suez, 50 tons.
From the Andaman Sea, via Suez, 50 tons.
From the Malacca Strait, via Suez, 50 tons.
From the Sunda Strait, via Suez, 50 tons.
From the Celebes Sea, via Suez, 50 tons.
From the Molucca Sea, via Suez, 50 tons.
From the Timor Sea, via Suez, 50 tons.
From the Arafura Sea, via Suez, 50 tons.
From the Tasman Sea, via Suez, 50 tons.
From the South China Sea, via Suez, 50 tons.
From the North China Sea, via Suez, 50 tons.
From the Yellow Sea, via Suez, 50 tons.
From the Bohai Sea, via Suez, 50 tons.
From the Korean Sea, via Suez, 50 tons.
From the Japanese Sea, via Suez, 50 tons.
From the Sea of Okhotsk, via Suez, 50 tons.
From the Bering Sea, via Suez, 50 tons.
From the Chukchi Sea, via Suez, 50 tons.
From the Laptev Sea, via Suez, 50 tons.
From the Kara Sea, via Suez, 50 tons.
From the East Siberian Sea, via Suez, 50 tons.
From the North Atlantic, via Suez, 50 tons.
From the South Atlantic, via Suez, 50 tons.
From the Indian Ocean, via Suez, 50 tons.
From the Red Sea, via Suez, 50 tons.
From the Persian Gulf, via Suez, 50 tons.
From the Arabian Sea, via Suez, 50 tons.
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From the Andaman Sea, via Suez, 50 tons.
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From the Yellow Sea, via Suez, 50 tons.
From the Bohai Sea, via Suez, 50 tons.
From the Korean Sea, via Suez, 50 tons.
From the Japanese Sea, via Suez, 50 tons.
From the Sea of Okhotsk, via Suez, 50 tons.
From the Bering Sea, via Suez, 50 tons.
From the Chukchi Sea, via Suez, 50 tons.
From the Laptev Sea, via Suez, 50 tons.
From the Kara Sea, via Suez, 50 tons.
From the East Siberian Sea, via Suez, 50 tons.
From the North Atlantic, via Suez, 50 tons.
From the South Atlantic, via Suez, 50 tons.

From London, via Suez, 200 tons.
From Bombay, via Suez, 100 tons.
From Penang, via Suez, 50 tons.
From Singapore, via Suez, 50 tons.
From Malacca, via Suez, 50 tons.
From Sumatra, via Suez, 50 tons.
From Java, via Suez, 50 tons.
From the Philippines, via Suez, 50 tons.
From the East Indies, via Suez, 50 tons.
From the South Seas, via Suez, 50 tons.
From the Pacific, via Suez, 50 tons.
From the Atlantic, via Suez, 50 tons.
From the Indian Ocean, via Suez, 50 tons.
From the Red Sea, via Suez, 50 tons.
From the Persian Gulf, via Suez, 50 tons.
From the Arabian Sea, via Suez, 50 tons.
From the Bay of Bengal, via Suez, 50 tons.
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From the Molucca Sea, via Suez, 50 tons.
From the Timor Sea, via Suez, 50 tons.
From the Arafura Sea, via Suez, 50 tons.
From the Tasman Sea, via Suez, 50 tons.
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From the North Atlantic, via Suez, 50 tons.
From the South Atlantic, via Suez, 50 tons.

From London, via Suez, 200 tons.
From Bombay, via Suez, 100 tons.
From Penang, via Suez, 50 tons.
From Singapore, via Suez, 50 tons.
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From Sumatra, via Suez, 50 tons.
From Java, via Suez, 50 tons.
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From the East Indies, via Suez, 50 tons.
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From the Pacific, via Suez, 50 tons.
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From the Indian Ocean, via Suez, 50 tons.
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From the Sea of Okhotsk, via Suez, 50 tons.
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From the South China Sea, via Suez, 50 tons.
From the North China

